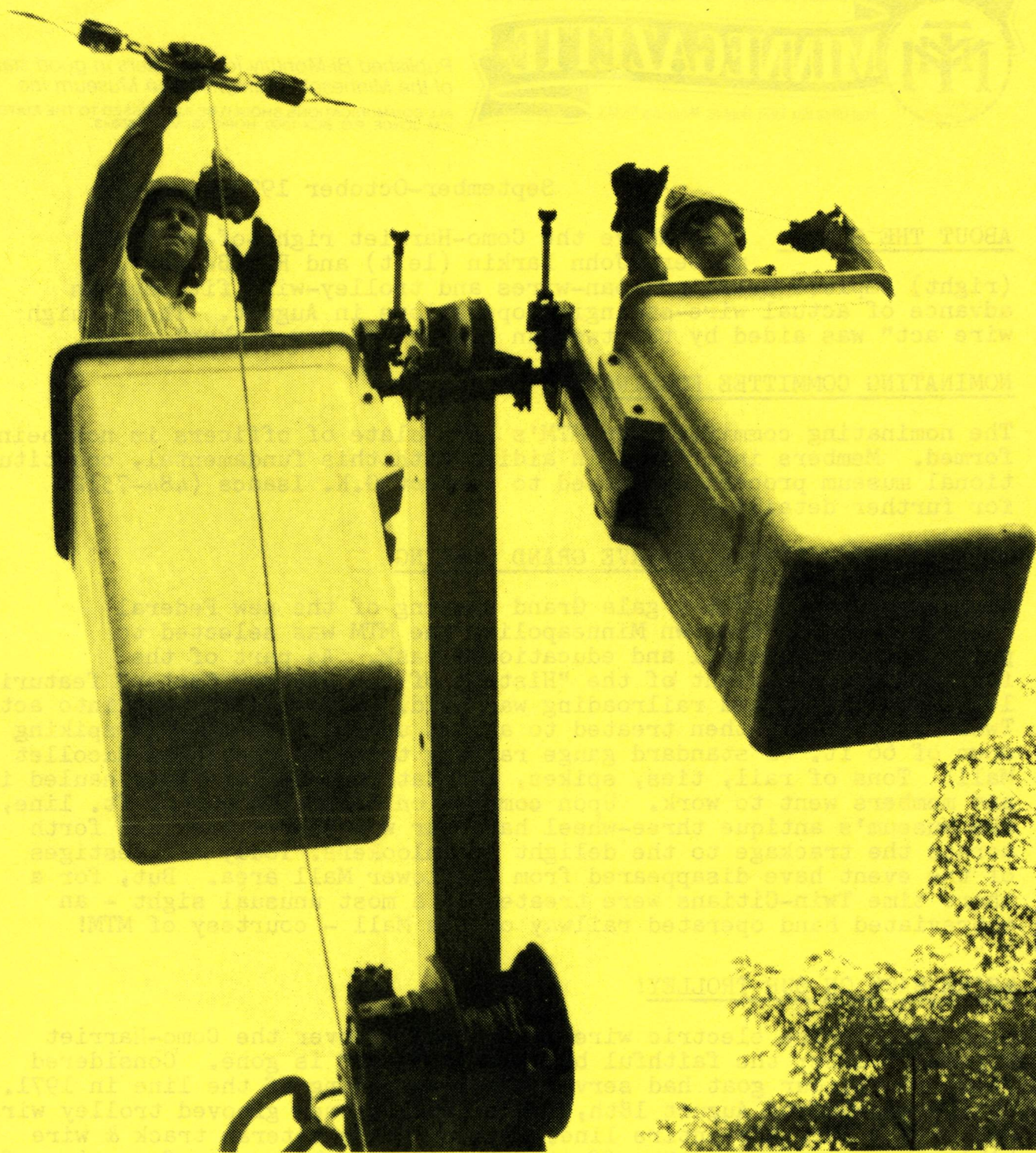




Official Publication of The Minnesota Transportation Museum, Inc.



MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343

September-October 1973

ABOUT THE COVER: High above the Como-Harriet right-of-way, MTM members John Larkin (left) and Ray Bensen Jr. (right) emplace overhead span-wires and trolley-wire fittings in advance of actual wire-stringing operations in August. Their "high wire act" was aided by the two-man bucket 'cherry picker' shown.

NOMINATING COMMITTEE FORMING

The nominating committee for MTM's 1974 slate of officers is now being formed. Members interested in aiding with this fundamental, constitutional museum process are asked to contact G.K. Isaacs (484-7512) for further details.

MTM STARS AT FEDERAL RESERVE GRAND OPENING

During the August 7-8-9 gala Grand opening of the new Federal Reserve Bank in downtown Minneapolis, the MTM was selected to perform a most unusual and educational task. As part of the festivities, a pageant of the "History of the Gateway Center" featuring logging, milling and railroading was held. MTM members went into action! Twin Citians were then treated to a most unusual sight - the spiking down of 66 ft. of standard gauge railway track on the lower Nicollet Mall! Tons of rail, ties, spikes, foundation materials were hauled in and members went to work. Upon completion of the unique 66 ft. line, the Museum's antique three-wheel hand-car was pumped back and forth across the trackage to the delight of onlookers. Today all vestiges of the event have disappeared from the lower Mall area. But, for a short time Twin-Citians were treated to a most unusual sight - an abbreviated hand operated railway on the Mall - courtesy of MTM!

WE'RE BACK ON OUR TROLLEY!

We made it! The electric wire again 'sings' over the Como-Harriet streetcar line; the faithful but smelly "goat" is gone. Considered 'temporary', our goat had served since reopening of the line in 1971. On the weekend of August 18th, MTM's spool of new grooved trolley wire was strung over the entire line. All of MTM's veteran track & wire kibitzers were on hand to offer assistance on the proper fastening of trolley wire to the spans. Bob Renz completed the repetitious chore of welding rail-bonds over the entire C-H trackage. Under the direction of George Isaacs, the NSP installation to convert standard power to 600 volt DC was completed in early August. During the first days of operation large throngs of riders turned out to witness the latest phase of the Como-Harriet restoration project. We're back on our trolley - pollution free in '73! Our hat is tipped to all those faithful and hard-working MTM'rs who toiled and those who by their financial and personal support made it all possible. And, a special vote of thanks to hard-working wire superintendent John Larkin and the Donovan Constr. Co. for their generous loan of heavy equipment.

DAN PATCH '100' MOVES TO NEW QUARTERS!

On Thursday, July 5th, 1973, Burlington Northern EMD switcher #548 pulled MTM's venerable Dan Patch '100' into the light of day from her dark storage at the St. Paul Union Depot roundhouse - where she had slept since the late 1960's. It was a short but eventful trip to MTM's new Como shop facility where the long work of complete restoration to operating condition will soon begin under the direction of MTM master mechanic Bob Renz. Many museum members and the curious were on hand; cameras clicked furiously as '100' trundled down the rails in tow of its modern day successor. Number 100 is America's premier internal combustion locomotive - built by General Electric in the year 1913, as a gas-electric, Dan Patch (now diesel) is the world's first and oldest surviving engine of its type. It is the ordovician 'granddaddy' of every diesel on the high-iron today! Originally fabricated for the Minneapolis, St. Paul, Rochester, Dubuque Electric Traction Co., (M.St.P.R.&DET) (whew!) the engine operated in freight and passenger service for several years between So. Minneapolis and Southern Minnesota points over what is now known as the Minneapolis, Northfield and Southern Railway. In the early years the MSPR & DET Co. was dubbed the "Dan Patch" line - after the famous race horse owned by the line's founder Col. Marion Savage. From the "Dan Patch" line #100 moved on to the Central Warehouse Co. and then to the Minneapolis Anoka and Cyuna Range Railroad where it served faithfully until retirement in 1969. When the MA & CR was acquired by the Great Northern Railway the #100 was donated to the Minnesota Transportation Museum as a significant historical property and put into storage at the St. Paul Union Depot. At the Como facility 'Dan Patch 100' can be properly restored to its former grandeur. Who knows? -- old #100 may one day again roll down to Savage, Orchard Gardens and Northfield on a lazy summer afternoon just like she did over a half-century ago. Who says history doesn't repeat itself??

#265 --- A NEW AND WORTHY CAUSE!

The effort to restore recently acquired TCRT/DSR car #265 (Dec. 1972 issue of the Minnegazette) for future service on the C-H line has begun in earnest! Enclosed with this issue of the 'Gazette' are copies of the restoration appeals flyer "Old Streetcars Never Die". We will need funds for this new work. You are urged to pass on copies of the flyer to interested and sympathetic parties/individuals who will help us bring #265 to fruition. This is an exciting opportunity to add a vitally needed, colorful 2nd car to the Harriet operation in the future. Can you help us put the formula together? Let's give it our all in the best MTM tradition!

SEXTET OF TRUCKS ARRIVE AT COMO SHOPS!

The long-sought six ex-Chicago - CTA elevated trailer trucks have finally arrived at MTM Como shops. Intended for the electric streetcar restoration purposes, the Baldwin-style trucks were recently obtained from scrapped Chicago Transit Authority elevated cars and will be completely reconditioned by MTM for future use on Como-Harriet electric cars such as TCRT/DSR #265. In authorizing the acquisition of the six trucks the MTM Board of Directors noted that the availability of such vintage components is rapidly diminishing and every effort must be made to stockpile some for future.

IMPORTANT!!!

ACCESS TO THE COMO SHOPS

With the increase of MTM activity at Como Shops, several members have indicated an interest in visiting the shop facility. It should be firmly pointed out that unauthorized visits to this area is Specifically Prohibited and considered trespassing. Those individuals either wishing to visit the property or having future work assignments therein must first contact either; Scott Heiderich, VP-Operations, at 645-3333 or Bob Renz MTM Master Mechanic, at 881-7375 for permission to enter. Members should understand that violations of this courtesy only jeopardize our relationship at Como and the continued future use of these excellent facilities.

GENERAL MEMBERSHIP MEETING

The Fall general membership meeting has been scheduled for 8 p.m. on Tuesday, Oct. 16th, 1973 at/on the Como-Harriet Streetcar Line. This unique setting for our next meeting will provide members with an opportunity to ride and see Car #1300 'under the wire.' Members and guests are asked to be at the 42nd St. & Queen Ave. So. Station platform at or before 8 p.m. to board the car. Parking is available in the adjacent Lake Harriet pavilion concourse area.

MTC DAY SPONSORED BY MTM

Active and retired employees of the Metropolitan Transit Commission were cordially invited to ride old #1300 and the Como-Harriet Streetcar Line on Saturday, Sept. 8th as part of the Museum's MTC Day. The day is sponsored by MTM to honor the MTC and its people, and it is hoped that it will become an annual event. It's our way to say 'thanks' to our Transit Commission friends for their progressive strides in raising the level of public transportation service throughout our Metro area. The event also provides MTM with an opportunity to show MTC progress made in the restoration effort at Harriet. To paraphrase "We're both gettin' there!"

NEW "TROLLEY STORY" ISSUED

Enclosed with this issue is a complimentary copy of the "Lake Harriet Trolley Story" - a three-fold informational brochure which is customarily distributed free to riders on the Como-Harriet Car Line. This piece was recently revised to update it with the re-electrification of the line. We thought you might like to see it.

STOP PRESS -- FLASH!! #265 TO MOVE SEPTEMBER 20TH

As we go to press, it has been learned that our recently acquired standard car TCRT/DSR #265 - The Woodland - will arrive at the Como-Shops on Thursday, Sept. 20th to commence restoration work; the long-awaited move is finally on. More about this in the next issue!

Also Coming ---- the exclusive MTM member limited edition print offer.

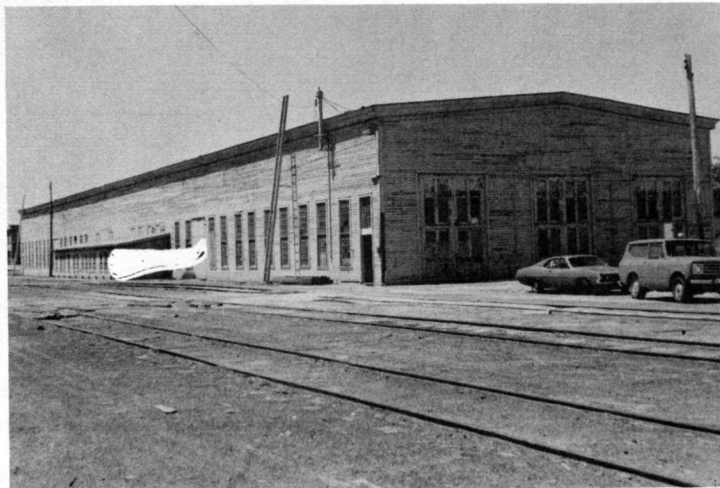


Above: Modern day Burlington Northern EMD switcher #548 pulls 'granddaddy' #100 from the St. Paul Depot roundhouse into the light of day.

Right: #100 arrives at Como shops - scene of her impending restoration.

Lower Right: Another view of the cherry-picked boom crane and MTM's at work along the Como-Harriet line.

Below: MTM Como shop building.



All pix courtesy Loren Martin.



Grant Arneson and "Casey" Bensen shown at the MTM Mall Display



George Isaacs works on the new electric installation



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We Make Minnesota's Electric Railway History Come Alive!